RECOMMENDED TO THE COUNCIL

Another Power Cowpany Likely to Enter Manchester.

WAS STRUCK BY AN ENGINE.

William Driver Surrenders Himself. No Meeting of the Street Committee-News, Personal and Brief.

Manchester Bureau, Richmond Times, No. 1102 Hull Street,

The petition of the Virginia Electrical Development Conpany for a franchise in the city was recommended by the Street and Light Committee in joint scssion last night to the Council for favorable action. The franchise is a lengthy one, recently prepared by Judge Clop ton, granting the company the usual rights in such cases. It is the desire of the company to put in its poles and conduits within the next few weeks, as it the plant of the Richmond Electric Com-pany, which plant is nearing completion, and will be put in operation some time

A meeting of the Street Committee was to have been beld after the adjournment of the joint meeting for the purpose of considering the petitions for right of way through the city from the Richmond and Petersburg Electric Railway Com-pany and J. C. Robertson and associates, but on account of the small attendance the matters were referred for considerathe matters were referred for considera-

STRUCK BY AN ENGINE. A buggy which was being driven by ir M. Mittendorf, of Chesterfield, was

ar. Al. Antichard, of Charlest morning struck by an engine yesterday morning at Eighth and Semmes Street. The ve-hicle was slightly damaged and Mr. Mitendorf escaped uninjured. The crossing s that of the Atlantic Coast Line and is GAVE HIMSELF UP.

GAVE HIMSELF UP.
Willie Driver, who has been wanted by
the police for several weeks on the charge
of trespassing and assault, gave himself
up yesterday morning to officer Wright.
Sometime before the holidays Driver in-Sometime actors the nothings but the aggurated a general survival of the fittest in the First Ward one evening, and, after assaulting the station agent of the Seaboard Air Line Railroad, he left the town, and until Wednesday nothing had been eard from of him. He was bailed by is father, and will be given a hearing of the Police Court this morning. OFFICERS INSTALLED.

The following officers of Lily Council, No. 3, Daughters of Liberty, were installed Tuesday night by Deputy State Councilor Miss Alice Morris: Junior ex-Councilor, Willis Saunderson;

Jumor ex-Councilor, Wins Sannerson, Associate Junior ex-Councilor, Mrs. Jo-sephine Hubard; Councilor, Miss Nettle Duke; Vice-Councilor, Miss Agnes Smith; Associate Vice-Councilor, Mrs. Nora Roberts; Recording Secretary, Mrs. Leona Assistant Recording Secretary Waiter T. Smith: Financial Secretary, Miss Julia Roberts: Treasurer, Mrs. Sal-lie Hubard: Guide, Miss Hattle Brow-der; Inside Sentinel, Mariane Kelley; Out-Sentinal, Mary Tatum; Representa-State Council one year, J. D. Reams; years, Miss Lee Laylor; Trustee, A.

Lurn, it a recent meeting and reorganization the Sunday-school of Mt. Hermon Baptist church, the following officers were

erintendent, D. A. Markham; Sec etary, Ansil Bass.
Mr. John A. Briley, of Mt. Hermon neighborhood in Chesterfield county, is THE B. Y. P. U.

THE B. Y. P. U.
There was a meeting at StocktonStreet Church, Manchester, last night for
the purpose of reorganizing the Baptist
Young People's Union.
PERSONAL AND BRIEF.

Gladys, the little daughter of Mr. and Mrs. L. M. Nunnally, who has been quite

l, is slightly better. Mr. John E. Gill is quite ill at his home, on East Eighth Street.

Hon. Phil. V. Cogbill was in town yes-

terday on business.

WIRFLESS TELEGRAPHY.

Experiments on Virginia Coast-Norfolk Wants the Curfew Law. (Special Dispatch to The Times.)

(Special Dispatch to The Times.)

NORFOLIK, VA., Jan. 10.—An experiment in wireless telegraphy, in which deep interest is felt here, will shortly be made by Prof. R. A. Fessenden, of the United States Weather Bureau at Washington, who is here preparing for it.

The purpose of the Government expert is to attempt to transmit messages from Cape Hatterns to Cape Henry, 105 miles distant, without wires. Signal towers which have been in use on the Potomac River in experiments there will be erected at Cape Henry, at Cape Hatteras and at Rounoke Island, on the coast of North Carolina.

Communication between these points and from them to vessels at sea is sought to

from them to vessels at sea is sought to be established. A thorough test of the system of wireless telegraphy is sought to be made on this coast during the pres-

to be made to the ent winter.

Professor Fessenden has been, it is stated, very successful in the transmission of messages overland without wires, having sent messages thus for fifty miles.

The submarine torpede boat Holland articular The submarine torpede boat Holland arrived at the Norfolk navy-yard to-day. She came from Annapolis under her own steam, but convoyed by a naval tug. Tests of the Holland in these waters are contemplated.

contemplated.

A man who registered at the Mansion House, a hotel here, last night as James A man who resistered at the Mansion House, a hotel here, last night as James Ross, Berkley, Va., was discovered dead this morning. The gas was turned on un-lighted, and filled the room. The occupant is believed to have blown it out on re-

is believed to have blown it out on re-tiring.

The Woman's Christian Temperance Union will circulate a petition asking signers to pray that Norfolk Councils en-act a "curfew law," under which children shall be forbidden to appear on the streets at night. Methodist ministers hereabouts are to investigate and report January 21st whether they shall or shall not advocate the passage of the ordinance.

A HAPPY CHILD

is one who grows, without interruption of health, from a baby up-except the inevitable diseases of children.

And Scott's emulsion of codliver oil has done more, in the 26 years of its existence, than any half-dozen other things, to make such children.

It keeps them in uninterrupted health. It is food that takes hold at once, whenever their usual food lets go.

We'll send you a little to try, if you like, SCOTT & BOWNE, 409 Pearl street, New York.

AGAIN CHOSEN CHAMBER'S HEAD

(Continued from First Page.)

while not scoring an equal advance, increased their sales to \$38,634,700, or 8 per cent. Notwithstanding this increase of business and the consequent extension of credits, the records show the astonishing fact that the total Habilities of all failures in the city amounted to only \$107.400. I ask to be indulged also in calling your attention to the enviable position of our banking interests. The December statement in 1900 showed deposits amount to \$16,110,374, an increase of \$2,398,124, rearly 18 per cent, over the previrearly 18 per cent, over the previous year, loans and discounts, \$15,454,902, an year, loans and discounts, \$15,504,502, an increase of \$1,473,875, or over 1½ per cent., while the clearances amounted to \$175,-553,845, an increase of \$9,752,758, or 5-8 per cent. The clearances indicate that Richmond ranks fourth in the cities south of the Potomuc and Chio rivers and east of the Mississippi, New Orleans, Louis-ville and Savannah alone preceding her, and the latter only recently, in come-

SOME SPECIAL DEVELOPMENTS. Two enterprises, new to the South, at whose inception and development the Chamber feit the most lively interest and lent its best efforts, are the B. P. John-son Publishing Company and the Wm. R.

ce of the immense cotton movement

Trigg Company.

The former was compelled to increase its capital stock to meet the growth of its business, and to-day it is giving em-ployment to hundreds of people and sending its publications to many States of the Union and also to our new possession,

Porto Rico.

The Wm. R. Trigg Company has also ficereased its capital, and is establishing a plant which, when completed, will chal-lenge the admiration and surprise of every one, and even now the stranger within our gates is astonished at the achievements of this company in ship-building while yet in its infancy. The busy scenes at their yard afford a most striking evi-dence of what can be accomplished by

determined effort.
Our older establishments are keeping pace with the new in their progress and expansion-notably the Hichmond Loco-motive and Machine Works-and many others, which cannot be mentioned for want of space., ELECTRIC POWER.

Another great enterprise, to which al-lusion was made by my able predecessor; namely, the electrical development of the power of James river, and the system for its distribution. Will, we are sure, largely augment the number of small factories, which are the greatest factors for the upbuilding of a city, in addition to affording those already establ'shed the means of operating their ma-chinery by modern, improved and more economical methods.

GREATER SEABOARD SYSTEM. Among the notable events of the year was the entrance into our city of the Greater Seaboard System, which occurred on the 2d of last June. The ceremonies incident to the occasion were held under the auspices of the Chamber, and our tople turned out in large numbers to ve a hearty and enthusiastic welcome the distinguished party which arrived the first train over this important trunk ine, which comprises 2.636 miles, and gives Richmond a dreet line to Tampa, Flor-ida. Aside from the intrinsic importance of this great system is our eminent fel-low c tizen-Mr. John Skelton Williams-whose brain conceived and whose tire-less energy executed this stupendous undertaking. It was indeed a great day in the annals of our city, and we congrat-ulate our citizens upon having thus ac-

NEW DEPOTS AND TERMINAL FAC-

The depot now being jointly erected by the Chesapeake and Ohio and the Seabourd Air Line Railroads, and the new depot built by the Southern Railway, will provide accommodations at Richmond for the traveling quible which have been hally needed for years; and other cost-ly and extensive terminal facilities are being rapidly constructed, which will afneeded trackage and greatly handling of our largely in-

IMPROVEMENT OF JAMES RIVER. The improvement of James river, the ubject of long cher shed hopes with the hamber and of constant work and solici-Chamber and of Constant work that of the part of the committees formed from its membership, as well as from that of the City Council, has for the past two years engaged an unprecendented amount of attention It is hoped that their abors will bear fruit, as the last report f the chief of engineers submitted plans connection with this improvement, in-lying much more liberal expenditures; d the River and Harbor Committee with other prominent representatives of the Government, honored us with a visit with the importance of expediting work by much larger appropriations. is essential to place us fully in touch with the commerce of the world, and we await with profound interest the action ngress upon the pending river and

harbor bill.

FREE STREET FAIR.

One of the nost novel undertakings of the past year was the "Free Street Fair." which was tield during the month of May and thoroughly enjoyed and appreciated by many thousands of people from this and other States. Aside from the isure derived, it brought us in pleasure actived, it to age to touch with our country friends, and the unique features of the entertainment and its complete success demonstrated that we are able to entertain as well as take carof all who come to our city on such oc-casions. The perfect order prevailing through the entire week spoke for the inw-abiding character of our people as well as for the efficiency of our police department in the crowded condition of the ety. The project was first publicly broached and endorsed in the Chamber, broached and chaorsed in the Channes, and its officers and members made up the largest part of the directorate of the Carnival Association, under whose auspices the Street-Fair was held. The Chamber erected a booth for the convenience of visitors, where pamphlets descriptive of the city were also extensively distributed. Encouraged by the success of the tributed. Encouraged by the success of the first Carnival, the Association is contemplating a similar entertainment during the fall of this year.

CONVENTIONS.

CONVENTIONS.

The various committees of the Chamber have worked incessantly in their respective spheres, and much good has been accomplished through their labors. To enumerate in detail would be impossible in this report. I will, however, call your attention to our Committee on Conven-tions, through whose efforts quite a large number of bodies have met here during the past year. It is needless to say the the past year. It is needless to say the benefits derived from these gatherings of representative men from almost every section are incalculable, and it is more gratifying to know that all who have been here have returned to their respective homes sounding the praises of this beautiful city. It has brought thousands of people to our mist who had never been of people to our midst who had never been here, and who might never have come, but for the gatherings of their respective organizations.

They came, and were astonished at our They came, and were astonished at our progress, and, as "a prophet is not without honor save in his own country," so, too, the impressions made upon our guests were expressed in terms beyond what we would ourselves have ventured to say of our place and our people. I recommend most heartly the continuance of the efforts of the Committee on Conventions.

THE GALVESTON FLOOD.

During the play year one of our sister

During the past year one of our sister cities in the South-Galveston, Texas-was visited by a terrible storm and flood, carrying such desolation and disaster in the path and the carrying such desolation and disaster in the path and the state of the stat its path as to threaten the very existence of the place. With the namel responsive

feeling of the American people, whether in joy or sorrow, the quick and substantial aid to that afflicted community was in-deed an example worthy of emulation by the people of older countries. The Chamber acted promptly and our people responded nobly. From the information which is obtainable, Richmond did her full part, and I cannot fall to again extend my thanks to my fellow members and all others who performed their duty of collecting and contributing to our relief fund so generously and expeditiously.

THE CHAMBER.

The subject of most importance at this meeting, which I now beg to touch upon at some length, is the condition of the affairs of the Chamber. At our last analysis affairs of the Chamber. At our last annual meeting the proposition for the amalgamation of the Young Men's Business Association with the Chamber was unanimously concurred in, and at a subsequent meeting the necessary amendments to our Constitution to carry this proposition into effect were adopted. While the Chamber did not make any substantial gain in memberstip by this move, the number being only forty-nine, yet we added to our ranks excellent material for active service, and the members thus secured have entered upon their duties with bearty enthusiasm. hearty enthusiasm. hearty enthusiasm.

The Chamber has done effective work during the past year, and has impressed the community with the importance of naving an ever ready and available agency whereby the advancement of cur city

maving an ever ready and at a whereby the advancement of cur city can, in many cases, be best secured and maintained. This is indicated to some extent by our increased membership; the number upon our rolls at the beginning of the year was 472; the number gained by the amalgamation of the Y. M. B. A. with this body increased our memberwith this body increased our member-ship, as stated, to 515, with which number ship, as stated, to 515, with which number we started at the commencement of this admin'stration. We have to-day on our rolls 625 members, showing a gain of 108, in addition to the 43 members from the Y. M. B. A. This is very gratifying indeed, but shall we stop at this number? I answer emphatically, No! We must push on until we reach at least 1,000 members, and this fact alone will speak volumes in our favor as a go-ahead commembers, and this fact alone will speak volumes in our favor as a go-ahead community. If you will but think for a moment and make up your minds that each will secure only one member the result will be obtained in a short time. You should enquire of every merchant, manufacturer and professional man whether or not he is a member, and if he is not, urge him to join. I do not hesitate to say that it is as essential for every man or firm doing business here to belong to the Chamber as it is for him to pay his or irm doing dusiness uere to belong the Chamber as it is for him to pay his taxes. It is not only the triling amount that he is asked to contribute, but we thereby secure his influence, and, instead of his being a drone about matters of comsicreby secure his influence, and, instead of his being a drone about matters of common interest in the hive of a busy common interest in the hive of a busy common interest in the hive of a busy common our commercial welfare—and general interest in our commercial affairs means commercial prosperity—while lethary and indifference cause retrogression and decay. We cannot afford to standidle in the ever-waging battle for commercial supremacy, but we must be up and doing. How can you ever expect to prosper as a city unless an institution like this is properly maintained? The Chamber is the source whence public sentiment upon many matters of public interest should emanate; it is the tribunal that passes upon legislation in an advisory capacity, and infquictious measures should be criticised in no uncertain tone. It is absolutely free from all political bias; its province is to a creek the popular will of the business of immunity—and where can you find a better exponent, for it represents the aggregation of all men who are engaged in the production of material represents the aggregation of material are engaged in the production of material wealth—those who toil for the betterment of the condition of the masses, and who are in closest touch with the people in their daily avocations? When such a body ifter mature and unbiased deliberation declares for or against any measure, it is but fair to presume that it is apt to s but fair to presume that it is apt to be right. I desire to be absolutely under tood. I do not want the Chamber to dic tate public policy; but when it is con-ceded by all that in this age great things can only be accomplished through organ-ized effort, it is but just and proper that the Chamber should exercise a potent induspose for good in matters concerning the welfare of its clizens. THE TRAFFIC BUREAU.

THE TRAFFIC BUREAU.

The important department of the Chamber, known as its Traffic Bureau, deserves and should receive more substantial support from the members of the Chamber. Here, too, we find that influence may cause loss of traffic to our merchants and manufacturers. Unfortunately, 11.2 same difficulties which beset the Chamber are found here. The sceptic, or for who is always complaining, says the he who is always completing, says the Traffic Bureau is doing nothing, and forth-with cites a case where the bureau did freight rate which had been asked for, ssions have been secured and how many wils have been averted or remedied in ate situations, which might have lessened he sales of this or that branch of business, can only be ascertained by looking over the files of the bureau. You must re-member that we have to deal with large corporations, who are thoroughly orga-nized and equipped to resist such efforts, and it is only by patient and persistent labor that anything can be accomplished labor that anything can be accomplished at all, it should also be well remem-hered that when a point is gained it can-not always be published to the world, because rival claimants are ever watch-ful and ready to demand like conces-sions. The bureau is well equipped, and our manager is active, alert and reliable. I cannot too strongly impress upon you the importance of this department of the Cramber for flerce competition in many Chamber, for Heree competition in many articles of manufacture and merchandise has caused often a loss of sales through the item of a small difference in the freight charges. Give us your active and undivided support and encouragement, and you will reap an abundant reward. 'I have thus endeavored as briefly as I could to summarize the results of

could to summarize the results of the past year, in the attainment of which the Chamber has taken an active part, but these represent only a small amount of the work actually done.

Many questions come up which must be acted upon speedily and intelligently, and, while we have not always been successful, yet all matters referred to us have that conscientious attention. I want have had conscientious attention. I want to say that whenever anything reiches

to say that whenever anything reaches your notice which should redound to the benefit of the city, come to the Chamber and it will be looked after.

The greatest trouble we have to contend with is that men will talk on the outside of what the Chamber ought to do. This is a grave mistake. Come to us and we will stitisfy you that this is a live and active organization, fully equipped and ready to do battle in the great cause for which we are organized. Tell us when you think us at fault, tell outside when we have done well; this will prove the we have done well; this will prove the most friendly criticism and praise. I cannot close this report without ex-tending to the members of the Board, also to other members who have respond ed to my calls for assistance at any and all times, my sincere thanks; and 1 likewise desire to especially express my

likewise desire to especially express my appreciation of the services of our able secretary, the faithful officer and wise counsellor, to whom I owe a debt of gratitude for his constant help.

Sometime since we received a letter from the manager of a similar organization in a Western city, in response to an inquiry as to how he handled certain matters in his office. His reply was: "We stand together in all such matters as that stand together in all such matters as that

stand together in all such matters as that you refer to." and this, gentlemen, is the key-note of success for any organization formed for the welfare of a city.

Stand together, whether it concerns you or your neighbor, for what is his cause to-day may be yours to-morrow. Let your motto be "to stand together," and Richmond will make still more rand strides mond will make still more rap'd strides in the future than she has done in the

As it was said of old, with reference to spiritual things: "Behold how good and how pleasant it is for brethren to dwell together in unity," so will the world be

impressed by our co-operation and unity of purpose in fostering and promoting the material welfare and interests of our

beautiful city. Respectfully submitted, L. Z. MORRIS.

President.
The report of Mr. John H. Montague, treasurer of the Chamber, was then sub-mitted, and at his request read by the secretary, when, according to custom, it was received to be audited by the proper committee.

IS RENOMINATED.

The next business in order being the election of officers, the chair announced that it was ready to receive nominations for the position of president. In response to this announcement Judge Christian addressed the meeting, saying that he was in no condition to make a speech, nor did the occasion call for any extended remarks, but that he arose to perform a pleasant duty, which he considered con-ducive to the best interests of the Chamber and the community, of placing in nomination for the position of president the present incumbent, Mr. L. Z. Morris. In support of this nomination, he said that if any one could before have doubted his eminent fitness for the place, that after hearing his annual report all such doubts must have been dispelled; that after an must have been dispersed, that after an experience of more than half of the corporate existence of the Chamber and an intimate acquaintance with the requirements of the position of the office he could fully endorse the administration of Mr. Morris, which had been most faithful and diligent. That knowing how difficult it was to make the people of Richmond it was to make the people of Richmon take the deep interest in this organiza-tion which it deserved, that the increase of membership secured by Mr. Morris and his co-workers during the past twelve months speaks volumes of itself for his

gue seconded the nominetion of Mr. Morris. The latter gentleman claimed that, as one of the forty-three members of the Young Men's Business Association coming into the Chamber, he wanted to do himself the pleasure of seconding this nomi-nation and as a member of the Committee on Conventions, in constant intercours with Mr. Morris, to bear testimony to his conservative activity. Judge Christian then moved that the nominations be closed and that the secretary cast the ballot of the Association for Mr. Morris as president for the ensuing term.

FOR SECOND TERM. The secretary having so cast the bal-lot, Mr. Morris resumed the chair, and in accepting the office for a second term re-minded his fellow members that when honored with the position twelve months before he had expressed the hope that he would merit the confidence then reposed in him, and that he could not help being deeply touched by the spontaneous and flattering manner in which the honor had been again bestowed upon him; that had been again bestowed upon him. the if he consulted his material interests alone he should be obliged to decline the office, as it could not be properly filled without some personal sacrifices, but that he gladly yielded to the higher consideration. gladly yielded to the figure considera-tion of his duty to the Chamber and to the community, and that if he could suc-cessfully perform that duty the sacrifice would be well made; that he invoked the aid of all of his fellow members, and with that support would faithfully en-deaver to measure up to their expecta-tions.

The election of first vice-president being next in order. Mr. S. H. Hawes expressed great pleasure in nominating Mr. H. L. Cabell for re-election, which nomination being seconded by Judge Christian, Mr. Cabell was unanimously elected. Mr. Henry Lee Valentine was then nomination of the company of the capacity of nated by Mr. R. L. Taylor as second vice-president, and was unanimously elected. Upon nomination of Mr. H. W. Rountree. conded by Mr. Henry L. Cabell, Mr. ohn H. Montage, John H. Montague was unanimously elected treasurer, and upon nomination of President Morris, Mr. R. A. Dunlop was elected secretary for the ensuing twelve THE DIRECTORS.

The election of directors being next in order, Messrs, J. C. Freeman, R. L. Tay-lor, Stewart M. Woodward, D. C. Richorder, Messrs, J. C. Freeman, R. B. Toylor, Stewart M. Woodward, D. C. Richardson, and T. A. Miller were appointed a committee to nominate directors for the ensuing year, and after a brief retirement they submitted a report recommending the following gentlemen, dropping the names of some of the old directors who were ineligible from having served two terms or whose engagements were such as to prevent their regular attendance at meetings of the board:

John Stewart Bryan, M. A. Chambers, F. H. Deane, H. D. Eichelberger, O. H. Funsten, J. L. Hill, B. S. Hume, H. S. Hutzler, R. A. Lancaster, Jr., Robert Lecky, Jr., Deane Maury, O. J. Sands, W. J. Whitehurst, Leon Wallerstein, Linton O. Miller, P. F. Greenwood, W. Otto Nolting, A. D. Landerkin, James R. Gordon, A. M. Lyon, Jr., W. H. Uruthart, John Murriny, H. S. Binswanger, M. E. Marcuse, James D. Crump.

Upon motion of Judge Christian the research of the committee was adopted, and

Upon motion of Judge Christian the re-port of the committee was adopted, and the gentlemen recommended were unauf-mously elected directors for the ensuing year.

FOR EXPOSITIONS. Under the head of reports of Standing Committees, Mr. H. W. Rountree, chairman of the Committee on Expositions submitted resolutions which were adopted declaring in favor of extensive State exdeclaring in favor of extensive state exhibits at the Pan-American Exposition, 1991, and national exhibits at the South Carolina Inter-State and West Indian Exposition, 1992. The resolutions in the matter of the Pan-American Exposition stated "that in the opinion of this body, the Legislature of Virginia would make most wise expenditure by appropriating a sum not less than \$10,000 for the pur-pose of exhibiting the great mineral, agriore of exhibiting the great advantages of cultural and commercial advantages of cultural and "that the State at the exposition," and "that the President of this body appoint a com-mittee of seven for the purpose of bring-ing this matter to the attention of the Legislature of Virginia, and using every effort to procure an appropriation for the nurroses, mentioned." purposes mentioned.

The minimal agr

The mining, agricultural and com-mercial interests of the State are invited to co-operate in accomplishing the work The Chamber in regard to the South Carolina Exposition adopted resolutions strongly advocating Government support and requesting the Virginia representa-tives to support the bill appropriating tives to support the bill appropriating \$250,000 for a Government building and ex-

Mr. O. H. Funsten, chairman of the Committee on Streets, Roads and Parks. o whose committee a communication from Hon. J. A. Holmes, State geologist of North Carolina, had been referred, sub-mitted a report recommending the adop-tion of certain resolutions relative to proosed extensions of the work of the United States Geological Survey in the Southern States, providing for the estab-lishment of national forestry reserves and parks in the mountainous districts of Virginia, North Carolina, South Carolina and Georgia; the examination of the surface streams of the Piedmont plateau and Apallachian Mountain regions and o inderground artesian water supply in the coast regions of the South Atlantic and Gulf States; and an investigation of the road building materials in different portions of the country. The report of this committee was also adopted.

There being no further business before the meeting at then adjourned.

HELD UP AND ROBBED.

Mr. Reed, Traveling Agent for the Imperial Union.

Mr. Bernard H. Reed, traveling agent of the Imperial Union, of this city, was held up and robbed Wednesday night in New-port News.

t News. r. Reed was knocked down by the Mr. Reed was knoted down by the thief, who went through his pockets, relieving him of his hat and \$18. He was not seriously hurt, and wrote his company yesterday, informing them of the affair. The thief made good his escape.

Get Rich Quick.

A Maryland man advertised that for \$2 he would tell any man how to get rich quick. Jerry Dawson sent the desired

cash, and has since been watching the mails and dreaming of a life of ease

and high living.
He received the formula the other day. and refused to divulge the secret, but his wife spread the news over the town by confidentially telling a neighbor over the fence that the seeker after quick wealth was told to drink a pint of mounweath was told to that an hour he would own the world and all that was therein.—Winchester News-Item.

A THIEF CAPTURED.

Hen Herman Robs His Employer and Is Overhauled.

(Special Dispatch to The Times.) HANOVER, Jan. 10 .- "Hen" Herman who claims Pitt-burg. Pa., as his home was arrested at Gordonsville to-day or the charge of robbing his employer, Mr. E. G. Smith, of this place. Herman came here about two months ago and was employed by Mr. Smith as a farm hand. Herman claimed to have been with a traveling circus last summer and later worked for a Richmond dalryman. This morning Herman disappeared, as did also a purse containing about \$15, the property of Mr. Smith. The station agent here saw Herman on a west-bound Chestocake und Ohio train and a description of him was wired to Gordonsville, where he was arrested on the train by Officers R. G. Watkins and Cl. T. Faulkner.

The purse and about \$35 were found on Herman at the time of his arrest. He was brought back here to-night to await

POSTMASTER ARRESTED.

Office at Milledgeville, Ga., Turned Over to Bondsmen.

well.

8:30 A. M. and 3:30 P. M. Dally, from Cincinnati and Louisville.

11:35 A. M. and 6:50 P. M. Dally, from Norfolk and Old Point.

8:16 P. M., except Sunday, from Clifton Forge.

TRAINS ARRIVE EIGHTH-STREFT STATION.

S:40 A. M., except Sunday, from Columbia. (By Associated Press.) WASHINGTON, Jan. 10.—The Postmas ter-General to-day signed an order removing it. L. Wilson, postmaster at Milledge ville, Ga., and recognized B. T. Bethun ville, Ga., and recognized B. I. Bethude as temporary postmaster. An inspector has been to Milledgeville investigating the condition of the postoffice, and recently displaced Wilson, giving charge to Be,hune, who was designated by the

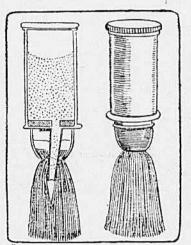
It is said at the Department that Wilson is under arrest, but the nature of the charges against him is not stated.

Many Peaches.

The peach shipment over the Baltimore and Onio railroad the past season was very large. During August, September, and October there were shipped 77 carloads, 12,817 crates, and 16,696 baskets.—Winchester News-Item.

Soap Carried in the Brush-Handle.

We illustrate below a shaving brush which will be found particularly servicea-ble for traveling men, as it may be read-ily carried in the pocket and is already provided with the necessary soap for making the lather. To facilitate the use of the soap it is in the form of a pow-der, which may be inserted in the handle of the brush by unscrewing the cap at the end. The illustration on the left shows a sectional view of the brush, exposing the perforated tube through which a



SHAVING BRUSH FOR TRAVELERS' USE.

cept Sunday.

For turther information, tickets, Pullman and Sleeping-car reservations, rates, maps and schedules, apply to any agent of the SEABOARD AIR LINE RAIL-WAY or to C. W. Morris, Depot Ticket Agent, Broad-Street Station (Chesapeake and Ohio Depot), the Richmond Transfer Company, 903 East Main Street, or the Jefferson Hotel. Z. P. SMITH, District Passenger Agent, E. ST. JOHN, Side E. Main St. V. P. & Gen. Man. R. E. L. BUNCH, General Passenger Agent. small quantity of the powder is sifted insmall quantity of the power is street to lather the face. A slight twist of the handle opens the valve and allows a portion of the powder to sift out, when it is only necessary to dip the bristles in water and apply the brush to the face to prepare the skin for shaving, thus doing away with the necessity for carrying a mug and SCHEDULE EFFECTIVE DEC. 25, 1900.
TRAINS LEAVE RICHMOND. VA.
11:00 P. M., No. 11, Southern Express, daily for Atlanta. Augusta. Jacksonville and points South. Sleeper for Danville Greensboro, Salisbury, and Charlotte, open at Richmond 0:30 P. M. Stops for passengers at local stations. Connects at Danville and Charlotte with New York and Florida Express (No. 33), carrying through sleepers between New York and Tampa, with connections for all Florida points. Also, connects at Danville and Charlotte with Washington and Southwestern Limited (No. 37), carrying through sleepers between New York and Nashville, New York and Memphis, New York and New Orleans, also, Fullman Tourist sleeper Mondays, Wednesdays and Fridays Washington to San Francisco without change, with connections for all points in Texas, Mexico and California.

12:01 P. M., No. 7, solid train daily for Charlotte, N. C., connects at Moseley with Farmville and Powhatan Rallroad. At Keysville for Clarksville. Oxford, Henderson and Durham, Raleigh and Winston-Salem, at Danville, with No. 35, United States Itast mail, solid train, daily for New Orleans and points South, which carries sleepers New York to New Orleans and New York to Jacksonville, connecting for Nassau and Havana. Buffet drawing-room sleeper Richmond to Atlanta and Birmingham. Through sleeper Salisbury to Memphis.

6:00 P. M. No. 11, local, daily except Sunday, for Keysville and intermediate points.

TRAINS ARRIVE AT RICHMOND. prece of soap separatery. To protect the brush when not in use a metalic cap is provided which engages the shank close to the soap holder, forming a tubular ar-rangement, which is clean enough to be dece of soap separately. carried loosely in the traveling pocket. The inventors are Edwin J. Sam son and Louis Levi, of New York city

ANTIQUE FURNITURE. Genuine, Honest Antiques, Rare and Beautiful, NO REPRODUCT-IONS. Prices Low.

Virginia Antique Furniture Co.,

Northwest Cor. 2d and Main Sts. Old Dominion



FROM RICHMOND.

PASSENGERS can leave DAILY, except Sunday, at 9:00 A. M. via C. and O. Ry., or 9:00 A. M. and 3:15 P. M. via N. and W. Ry., connecting at Norfolk with direct steamers sailing same day, 6:00

P. M. Steerage passengers can leave by auxiliary steamer Monday, Wednesday and Friday, sailing from Rocketts at 5 P. M., and changing to main-line ship at Nor-

folk.
FREIGHT for all northern, eastern
and foreign ports received and forwarded
daily, except Sunday, at company's
wharf, Rocketts. FROM NEW YORK.

PASSENGERS can leave DAILY, ex-

cept Sunday, from company's pier, No. 26 North River, at 3:00 P. M., for Old Point Comfort and Norfolk connecting with C. and O. and N. and W. trains for Richmond. FREIGHT received and forwarded

FREIGHT received and forwarded daily, except Sunday.

Tickets on sale at company's office, 1212
East Main Street, Richmond Transfer Company, 1008 East Main Street; Jefferson Hotel, C. and O. and R. and P. depots, Richmond. Baggage checked through to all points.

Richmond.

Baggage Checked through to all points.

For further information apply to
JOHN F. MAYER, Agent,
1212 East Main Street, Richmond, Va.
General Offices: 81 Beach Street, corner
West Street, New York, N. Y.

J. J. BROWN,
H. B. WALKER, Gen. Pass. Agent.
Traffic Manager.

CLYDE STEAMSHIP CO.'S

PHILADELPHIA,
RICHMOND AND NORFOLK STEAMSHIP LINE. Appointed sailing days: Every TUES-DAY, FRIDAY and SUNDAY at day-

light.
Freight received daily till 5 P. M.
For further information apply to
J. W. McCARRICK,
Gen. Southern Agent; office, Rocketts.
W. P. CLYDE & CO.

RAILROADS

Course Chesapeake Richmond Fredericksburg and Potomac Railroad.

mouth. Pullman to Old Point.

Louisville and St. Louis. Pullman Sleeping cars. Connects at Gor-donsville for Orange and at Orange with Southern Railway train leav-ing Orange at 6:40 P. M. Daily for stations between Orange and Wash-ington. Conhects for Virginia Hot Springs. No. 7 Local Train follows No. 1, except Sunday, from Gor-donsville to Staunton. 6:30 P. M., Accommodation, except Sun-gay, to Doswell.

5:30 F. M., Accommodation, except Sunday, to Doswell.

10:45 F. M., Dally, F. F. V., to Cincinmati and Louisville, Puliman Siesping car. CONNECTS FOR VIRGINIA HOT SPRINGS, and at
Ronceverte with Greenbrier River
Railroad, except Sunday.

LEAVE EIGHTH-STREET STATION.

10:30 A. M., Dally, for Lynchburg, Lexington and Clifton Forge, Connects,
except Sunday, with Buckingham
and Alberene branches.

5:15 F. M., except Sunday, to Columbia.
TRAINS ARRIVE BROAD-STREET

S:00 A. M., except sunday, from Doswell.

S:40 A. M., except Sunday, from Columbia.

6:20 P. M., Daily, from Lynchburg and Clifton Forge. Except Sunday, from New Castle, Lexington and Rosney.

For detail information, connections, etc., apply at Richmond Transfer office, No. 903 East Main Street; Chesapeake and Ohic Passenger Office, No. 809 East Main Street; Station Ticket Offices, or address JOHN D. POTTS, Assistant General Passenger Agent.

S. A. L.R'y.

SEABOARD AIR LINE RAILWAY.

LEAVES CHESAPEAKE AND OHIO DEPOT-BROAD-STREET STATION.

SCHEDULE IN EFFECT NOV. 25, 1900.

TRAINS LEAVE RICHMOND. 9:20 A. M. DAILY, for Petersburg, Hen-derson, and all intermediate local points. This train makes close con-

10:45 A. M. DAILY, from Henderson,
Petersburg and all local intermediate stations.
6:22 P. M. DAILY, from Henderson, Petersburg, and all local intermediate stations. From Durham daily, except Sunday.

SOUTHERN R'Y

6:25 P. M. From Atlanta, Augusta and Asheville and all points South. South. From Keysville and local

LOCAL FREIGHT TRAINS.
Nos. 61 and 52, between Mainchester and Neapolis.

YORK RIVER LINE VIA WEST POINT, THE FAVORITE ROUTE NORTH.
LEAVES RICHMOND.

4:30 P. M., No. 16, Baltimore Limited, daily except Sundays, for West Point and intermediate stations, making close connection at West Point with steamer for Baltimore Mondays, Wednesdays and Fridays.

2:30 P. M., No. 10, local express, Mondays, Wednesdays and Fridays for West Point and intermediate stations. Connects with stage at Lester Manor for Walkerton and Tappahannock; also, at West Point with steamer for Baltimore. Stops at all stations.

steamer for Baitmore. Stops at all stations.

5:00 A. M.. No. 74, local mixed. Leaves daily except Sunday for West Point and intermediate stations, connecting with stace at Lester Manufor TRAINS ARRIVE IN RICHMOND.

9:15 A. M., daily from West Point, with connection from Baitimore, Wednesdays. Fridays and Sundays.

10:45 A. M., Wednesdays and Fridays.

5:00 F. M., daily, except unday, from West Point and intermediate stationary.

P. M., daily, except sunday, from West Point and intermediate sta-

West Point and intermediate stations.
Steamers leave West Point Mondays, Wednesdays and Fridays 5:50
P. M., arriving Baltimore S:30
A. M.; returning, leave Baltimore Tuesdays, Thursdays and Saturdays 5:00
P. M., arriving West Point 8:00
A. M., and Richmond 9:15
Steamers call at Gloucester Point,
Clay Bank, Allmonds.
C. W. WESTBURY,
Traveling Passenger Agent,
No. 920 East Main Street,
Richmond, Va.

Gen. Pas. Agent. F. S. CANNON. Third Vice-President and General Man-ager, Washington, D. C.

S. H. HARDWICK,

stations.
LOCAL FREIGHT TRAINS.
Nos. 61 and 52, between Manchester

nection at Ridgeway Junction with through train for Raleigh, Atlanta, and all points South and Southwest, and runs through daily to Durham,

Schedule in effect NOVEMBER 25, 1960
LEAVE BYRD-STREET STATION.
4:10 A. M. Daily for Washington and points Norm. Stops at Milford, Fredericksburg and Quantico. Sleepers to Washington and New York. SCHEDULE IN EFFECT JAN. 5, 1901.
FROM RICHMOND.
LEAVE BROAD-STREET STATION 9:00 A. M., Daily for principal station. Newport News, Old Point, Nortolk and Fortsmouth. Parlor car. Con-nects at Nortolk with O. D. S. S. for New York, except Sunday.

York.

8:20 A. M. Sunday only, for Washington and points North. Stops at Elba, Glen Allen, Ashland, Taylorsville, Doswell, Ruther Glen, Penola, Milford, Woodslane, Guinea, Summit. Fredericksburg, Brooke, Widewater and Quantico. Buffet Parlor Car. 3:40 P. M., Dally Locar, for Newpork News, Old Point, Norfolk and Portsmouth. Pullman to Old Point.

10:00 A. M., except Sunday, Local train for Clifton Forge. Connects at Gordonsville for Orange, Warrenton, points on Manassas Branch and Washington, only. Connects at Charlottesville for Lynchburg, at Basic City for Hagerstown, and at Staunton for Lexington.

2:45 P. M., Dany Limited, to Cincinnati, Louisville and St. Louis. Pullman Sleeping cars. Connects at Gordon

5:0! A. M. Dully except Sunday for Washington and points North. Stops at Elba, Glen Allen, Ash-land, Doswell, Milford, Fredericks-burg and Quantico. Buffet Farior

RAILKOADS

20. Surg and Quantico. Safet Fairor Car.

12:00 M. Daily, except Sunday, for Washington and points North Stops at Elba, Glen Allen, Ashland, Doswell Milford, Fredericksburg and Quantico. Buffet Farior Car. Connects with Congressional Limited at Washington.

7:45 P. M. Daily, for Washington and points North. Stops at Elba, Ashland. Doswell, Milford, Fredericksburg. Grooke, Widewater and Quantico. Stops other stations Sundays. Sleeper Richmond to New York. Sleeper Washington to Philadelphia.

ARRIVE BYRD-STREET STATION.

8:40 A. M. Daily. Stops at Widewater.

ARRIVE BIRD-SIRBS
8:40 A. M. Dally. Stops at Widewater,
Brooke, Fredericksburg, Milford,
Doswell, Ashland and Elba, Stops
other stations Sundays. Siceper

other stations Sundays. Sleeper
New York to Richmond.

8:05 P. M. Daily, except Sunday. Stops
at Fredericksburg. Miliford, Doswell, Ashland, Glen Allen and
Elba. Buffet Parlor Car.

6:30 P. M. Daily. Stops at Fredericksburg. Deswell, Ashland and Elba.
Pullman cars from New York and
Washington.

8:45 P. M. Daily. Stops at Widewater,
Brooke, Fredericksburg. Summit,
Guinea, Woodslane, Millord, Penola,
Ruther Glen. Doswell, Taylorsville,
Ashland. Glen Allen and Elba.
Buffet Parlor Car.

ACCOMMODATION TRAINS.
(Daily, except Sunday.)

8:18 A. M. Leaves ELFA for Quantico.
4:00 P. M. Leaves ELFA for Quantico.
4:00 P. M. Leaves ELFA for Ashland.
6:40 A. M. Arrives ELFA from Ashland.
8:25 A. M. Arrives BYRD-STREET
Station from Fredericksburg.
6:505 P. M. Arrives ELFA from Ash-

S:25 A. M. Arrives Blands Station from Fredericksburg. Station from Fredericksburg. 6:05 P. M. Arrives ELEA from Ash-Iang.

8. A. L. THROUGH TRAINS VIA S. A. L.
JUNCTION AND R., F. AND

JUNCTION AND R., F. AND
P. R. M.
LEAVE BROAD-STREET STATION,
C. & O.
5:15 A. M. Daily, for Washington and
points North. Stops at Fredericksburg and Quantico. Sleepers to
New York. Dining car.
5:55 P. M. Daily, for Washington and
points North. Stops at Doswell,
Fredericksburg and Quantico.
Sleeper to New York.
ARRIVE DRUAD-STREET STATION,
2:31 P. M. Daily. Stops only at Fredericksburg, Doswell and Ashland,
Sleeper from New York.
10:31 P. M. Daily. Stops only at Fredericksburg. Doswell and Ashland,
Sleepers from New York.
Dining
CAR.

E. T. D. MYERS. W. P. TAYLOR. President. Traffic Manager.

Nav. W Norfolk Mestern Schedule in Effect

and runs through daily to be except Sunday.

2:40 P. M. DAILY, for Petersburg, Raleigh, Columbia, Savannah, Jacksonville, Tampa, Key West and all Florida points. This train runs through solid to Jacksonville and carries through sleepers to Tampa.

4:35 P. M. DAILY, for Petersburg and Henderson, and will make all local intermediate stations.

10:40 P. M. DAILY, for Petersburg, Raleigh, Charlotte, Atlanta, Montally, Wolffle New Orleans and 9:00 A. M., NORFOLK LIMITED, Arrive at Norfolk II:20 A. M. Stops only at Petersburg, Waverly and Surfolk. Second-class tickets not accepted on this train. 10:40 P. M. DAILY, for Petersburg, Raleigh, Charlotte, Atlanta, Montgomery, Mobile, New Orleans and all points South and Southwest. This train carries through Sleeper for Atlanta, Columbia, Savannah, Jacksonville and Tampa.

TRAINS ARRIVE RICHMOND.

5:03.A. M. DAILY, from Tampa, Jacksonville, Savannah, Columbia, Raleigh and all points South.

5:35 P. M. DAILY, from Tampa, Jacksonville, Savannah, Columbia, Atlanta, Charlotte, Raleigh, Petersburg and all points South and Southwest.

cepted on this train.

9:05 A. M., THE CHICAGO EXPRESS, for Lynchburg, Roanoke, Columbus and Chicago. Buffet Parlor Car Petersburg to Roanoke, Pullman Sleeper Roanoke to Columbus; also, for Bristol. Knoxville and Chattanoga. Pullman Sleeper Roanoke to

8:15 P. M. OCEAN SHORE LIMITED. Arrive Norfolk 5:35 P. M. Stopa

Knoxville.

3:15 P. M. OCEAN SHORE LIMITED.
Arrive Norfolk 5:35 P. M. Stops
only at Petersburg. Waverly, Suffolk. Second-class lickets not good
on this train.

6:50 P. M. tor Suffolk, Norfolk and intennediate stations. Arrives at
Norfolk at 10:40 P. M.

9:10 P. M. for Lynchburg and Roanoke.
Connects at Lynchburg with Washington and Chattanooga Limited.
Pullman Sleepers Lynchburg to
Menaphis and New Orleans. Cafe.
Parlor and Observation Car Radford to Attaila, Ala. Pullman
Sleeper between Richmond and
Lynchburg. Berths ready for occupancy at 5:30 P. M. Also, Fullman
Sleeper Petersburg and Roanoke.

Trains arrive Richmond from Lynchburg and the West daily at 7:35 A. M.
and 8:36 P. M., from Norfolk and the
East at 11:10 A. M., 11:42 A. M. and 6:50
P. M.

Office: No. S3S Main Street.

City Pass. and Ticket Agent.
C. H. BOSLEY.

District Passenger Agent.
W. B. BEVILL.
General Passenger Agent.

Atlantic Coast Line

TRAINS LEAVE RICHMOND-BYRD. STREET STATION. 9:00 A. M., NORFOLK LIMITED, Daily. Arrives Petersburg 9.30 A. M., Nor-folk 11:27 A. M. Stops only at Petersburg, Waverly and Suffolk, Va.

Va.

9:05 A. M., Daily. Arrives Petersburg
9:50 A. M., Weldon 11:50 A. M.,
Fayetteville 4:25 P. M., Charleston
10:55 P. M., Savannah 12:30 A. M.,
Jacksonville 7:30 A. M., Port Tampa 6:20 P. M. Connects at Wilson
with No. 47, arriving Goldsboro 3:25
P. M., Wilmington 6:00 P. M. Pullman Sleeper New York to Jackson
ville.

with No. 47, arriving Goldsboro 3.22

with No. 47, arriving Goldsboro 3.22

P. M., Wilmington 6.50 P. M. Pullman Sleeper New York to Jacksenville.

11:55 A. M. Daily, except Sunday, Arrive Fetersburg 12:30 P. M. Stops Manchester. Drewny's Enuff, Centralia and Chester on signal.

2:15 F. M., OCEAN SHORE LIMITED, Daily: Arrives Petersburg 3:40 P. M. Stops only and St. M. Stops only and St. M. Stops only M. Norfolk 5:36 P. M. Stops only M. Norfolk 5:36 P. M. Stops only M. Norfolk 5:36 P. M. Weldon 7:42 P. M., and Rocky Mount 8:55 P. M. Makes an intermediate stops.

6:00 P. M., Daily, except Sunday, Arrives Petersburg 5:20 P. M. Weldon 7:42 P. M., and Rocky Mount 8:55 P. M. Goldsets with Norfolk and Western for Norfolk and Intermediate points; Emporia 5:10 Councets with A. and D. for stations between Emporia and Lawrenceville) Weldon 8:58 P. M. Fayetteville 19:19 A. M., Charleston 5:04 A. M., Savannah 7:04 A. M., Jacksonville 11:50 A. M., Fort Tampa 9:45 P. M.

NEW LINE TO MIDDLE GEORGIA POINTS -Arriving Augusta 7:55 A. M., Macon 11:15 A. M., 27:1anta 12:55 P. M. Pullman Sleepers New York to Wilmington, Charleston, Jacksonville, Port Tampa, Augusta 3:65 P. M., Connect at Petersburg with Norfolk and Western Rathway, arriving Lynchburg 2:30 A. M., Roanske 5 A. M., Bristol 10:40 A. M., Point 10:40 A. M., Daily, Arriving Petersburg 12:10 A. M., Daily, Arrives Petersburg 12:10 A. M., Daily, From Fetersburg 12:10 A. M., Daily, From Norfolk, Suffolk and Petersburg.

11:30 P. M., Daily, from Norfolk, Suffolk and Petersburg.

11:31 P. M., Daily, from Norfolk, Suffolk and Petersburg.

11:42 A. M., Daily, from Norfolk, Suffolk and Petersburg.

11:43 A. M., Daily, from Norfolk, Suffolk and Petersburg.

11:44 A. M., Daily, from Norfolk, Suffolk and Petersburg.

11:45 A. M., Daily, from Norfolk, Suffolk and Petersburg.

12:10 P. M., Dail

J. R. KENLEY.

J. R. KENLEY.

General Manager.

H. M. EMERSON.

General Passenger Agent.

C. S. CAMPBELL.

Division Passenger Agent.

Sis East Main Street.